

NEW BRITAIN HERALD

HERALD PUBLISHING COMPANY,
Proprietors.Issued daily (Sunday excepted) at 4:15 p. m.
at Herald Building, 67 Church St.Entered at the Post Office at New Britain
as Second Class Mail Matter.Delivered by carrier to any part of the city
for 15 Cents a Week, 65 Cents a Month.
Subscriptions for paper to be sent by mail
payable in advance, 50 Cents a
Month \$7.00 a year.The only profitable advertising medium in
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room always open to advertisers.The Herald will be found on sale at Hote-
l's News Stand, 12nd St. and Broad-
way, New York City; Board Walk,
Atlantic City, and Hartford depot.

TELEPHONE CALLS.

Business Office, 925
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JOY RIDING TROLLEYS.

Some fine day, or, it may be a cold, rainy, snowy, stormy day, New Britain may be startled by reports of a terrible street car accident not necessarily caused by a rear-end or a head-on collision, but by a bumping, jumping, bounding trolley car falling to pieces after a rollicking ride over a somewhat shaky track. This fear, at least, is shared by certain residents of the city who must perform enlist as passengers on those cars which traverse Arch street beyond the permanent paving and by others who journey over Jubilee way. From some of these routes has all the semblance of a joy-ride on a roller-coaster atoney Island or a like conveyance at Devin Rock,—with the added exhilaration that the car also carries with it an oscillation that has all the earmarks of a sensation produced on the merry-go-round. Life on these conveyances is just one gasp for breath after another, judging from the weird tales that are coming out of the woods. Last Friday an axle snapped on a car lying between New Britain and Hartford. The wonder is that the window panes remain intact in these cars, for the benefit of those condemned to travel to and from their homes by means of the troublesome trolley. The Herald respectfully suggests that those high in the chancellery of the Connecticut Company take a trip, not by automobile, over the aforementioned routes some day in the near future, carrying with them experts from the engineering department, for the purpose of seeing what can be done to make the road bed more substantial and the rolling stock less polio-some.

TROUSERS AND SKIRTS.

An eminent Pittsburg divine has succeeded in startling his parishioners by advocating trousers for women. He is the Rev. Dr. James B. Norcross, of the Shady Avenue Baptist church, and he contends that the women he saw in San Francisco's Chinatown "were tired more sensibly than their Occidental sisters, and they wore something very like trousers. When God gave folks legs He intended them for use, and if all women adopted the masculine attire used by their sisters in mountain climbing they would feel better." Thus does the Rev. Dr. Norcross sum up his view of the situation. But, as George Monroe, the comedian, is fond of drawing, "Be that as it may!" The women are not looking for the alleged comforts that go with the bifurcated nether garments. Rather would they evince their freedom by a little shortening of the skirt, a little less material in its makeup, a little alling in its side, a little narrowness in its width, a little glimpse of sunshine in its wake, a stunning silhouette beneath its folds. The day for wearing trousers has not yet dawned for the women, not while tailors' conventions are, working on the Spring models, nor while designers are lying awake nights trying to make the skirt a drawing card for men's attention. Only as a last resort, when all the possibilities of the diaphanous skirt have been exhausted, shall the trousers become part of millady's wardrobe. Then, and not 'till then, shall the world become uninteresting.

SOUP POISONING AND THE LITERARY TEST

Dreading an influx of immigration after the European War, advocates of the literacy test have taken out the old document, polished it up and attempted to fasten it on the public mind. These good folk would bar from the United States all these seekers after new life and liberty who cannot read or write or accomplish the little things our children master in the kindergarten. Very well; but why not look on the other side of the question as so well represented by the famous Jean Crones, the fugitive chief of the University Club at Chicago, who must have been hailed as a "star" immigrant because he possessed a knowledge of writing chemistry formulae, could read all the poison signs in the list, and was scientific enough to put poison in soup intended for some two hundred banqueters. Nor does this man stand in a class by himself. He is but one of many men who have been educated along par-

deular lines, who can read and write not only one but many languages, who have delved into science, and whose minds are perverted. Far better to inundate the land with thousands upon thousands of these simple-hearted folk who neither read nor write than let down the gates for one man who in the depths of his heart carries rank and hatred for humanity. The others harbor no malice toward society. It is not the illiterate immigrant the United States has to fear so much as it is the man who has mastered the science of chemistry, and other arts, and who would use his knowledge to the detriment of a God-fearing nation.

KENTUCKY COLONELS AND OTHERS.

Everywhere in the United States the Colonel has become a fixture; but perhaps more so in the South than in any other section has he come into his own. In Kentucky the Colonel stands in a class by himself. To take the Colonels out of American life would be to cut the heart strings of the nation. We love our Colonels. They are ours, first, last and all the time. They are American institutions. No other nation has Colonels as we have. They may have military men, those who wear the sword and the doublet; but they have no such Colonels as Colonel Watterson, Colonel House, and oh so many others, not forgetting old Colonel Sandusky Doolittle in the famous melodrama of other days, "In Old Kentucky." And because we have so many Colonels, because almost every town in the nation has its Colonel, Americans are asked every now and then why this is so, where they all come from, in short, "Why is a Colonel?" And the Providence Journal sets out to explain all the mysteries attendant upon this great question, as follows:

"Of course, when 'The Colonel' is mentioned, everyone knows who is meant, and it is not necessary to give initials or say anything about Oyster Bay. By a similar condition of supereminence among the members of his tribe, the late Jumbo might have been spoken of as 'The Elephant.' But there is another Colonel of almost equal distinction, he of Louisville and the Courier-Journal, and when he speaks on the subject it is surely with an ample authority. Colonel Watterson thus explains why Colonels are:

"In the South, especially, and in Kentucky, more especially, a man becomes a colonel at about forty-seven unless he is of a wilful, rebellious, obstreperous disposition and inclined to stand up for an admitted, but rarely exercised, right not to become known as 'Colonel.'

"There are, of course, many colonels under forty. When a Governor is inaugurated he has the power to appoint staff colonels. A Governor who does not appoint as colonels such of his constituents as he knows by name is lacking in the punctiliousness which distinguishes the practical politician. Thus many young men who would have been 'lieutenants' if they had adopted a military career are made colonels in civil life. Another predisposing cause of premature colonelcy is the tendency of some men who become fat early in life. A man who measures as much as forty inches at the waistline, and has not been convicted of felony, is entitled, even obliged, to be called 'Colonel' before he is forty.

"Wherever there is due regard for the fitness of things and a fine sense of discrimination in human differences, it might be said, certain men become Colonels along toward middle age merely by natural right. It is as the old negro in slavery days said: All his men white folks were 'Colonel' because 'it jest nach'ly runs in the blood an' they can't help it.'

"Colonel' in the real sense implies a state of mind arising from an acquired dignity of manner coupled with moderate fullness of years. As the designation of a definite status in military affairs it is an arbitrary and narrow term, and it has been officially bestowed as an honorary title upon so many thousands without even the form of a military connection that it has become largely of a hollow significance. The real Colonels are not necessarily those who hold dominion over regiments, or those who have been made ornamental appendages of gubernatorial dignity, but they are the men with whom colonelcy just naturally runs in the blood. The 'official' Colonel would often pass unnoticed in a crowd, but everyone instinctively recognizes the natural-born Colonel, although he may never have carried even a secret society sword."

"Russians reach Mush"—Headline. And we suppose the vanguard announced breakfast was being served in the car ahead.

FACTS AND FANCIES.

Henry Ford is going back to Europe to fight for peace. If he takes Mr. Bryan along he will serve the cause of peace at home. President Wilson appears to have captured the west by his preparedness campaign and this must embarrass his former secretary of state. Mr. Ford can pro-

vide the happy way out by taking Mr. Bryan to Europe and keeping him there until the presidential election is over next November.—New York Commercial.

The two New Jersey school boys expelled because they refused to wear collars should move to Texas. In Texas they elect collar haters to congress, Buffalo Enquirer.

"Cyclone" Davis wants the army to be put to the work of building roads. However, the "cyclone" may be induced to compromise by having it left to the work of knitting shawls.—Rochester Herald.

Wine-colored evening clothes with lavender vest are the newest things for men, it develops from the merchant tailors' convention in St. Louis. These will not be received with favor in no-license sections.—Buffalo Commercial.

Suppose the shipping bill goes through and the crew on a government operated ship decides to take advantage of the LaFollette law and strike when it's about to sail, will the sailors be charged with treason or will the ship wait until an investigation committee reports?—Pittsburg Dispatch.

It has required a ruling of the state board of education to establish the right of the small boy in New Jersey to attend school without wearing a collar, if he wishes. Shades of the little old red schoolhouse! What snobs must have got into the teaching force in New Jersey!—Buffalo Express.

Recent comment in Germany indicates a revival of confidence in the powers both of Zeppelins and submarines. If there was at any time ground for the belief that concessions were due to the alarming losses of submarines, that time has passed. The Mediterranean has proved a better field for their use than the closely patrolled North sea.—Springfield Republican.

Nothing can be more certain than that Justice Hughes does know his own mind, that he is not a candidate for president and will not accept the nomination. He is fully aware of the fact that he could be nominated against any other republican. Nobody need tell him that. If he had the faintest intention of being a candidate he would have resigned from the bench in order to keep the United States supreme court free from politics and have entered the campaign. The fact that he has not done so leaves no possible doubt as to his attitude toward the republican nomination, and his sincerity is not open to question.—New York World.

Pullman Porters Would
Sure Starve In Europe

Washington, D. C., Feb. 21.—"While the war has put all Europe out of order, no better illustration of its disorganization could be chosen than that of its chaotic railway geography, presenting an aspect of disrupted schedules, broken lines, and reorganized routings on such a scale as to give some idea of the confusion in the belligerent continent," begins a bulletin just issued by the National Geographic society. "Trains de luxe are no longer strutting hosts of Americans over famous railway routes—rich in memories for the travelers of every country,—taking them to historic grounds to curative springs, to mountain grandeur, to centers of international smartness, to places for fashionable winter sports, and to Mediterranean resorts for springtime and sun in winter. The trains de luxe of before the war are no longer running; for hostile frontiers cross their network in all directions.

"Of the twelve most famed European express trains, only four are still able to run. The four lines still open are the Ostend-Vienna express; the Berlin-Karlsbad-Marienbad express, a summer train; the South express, Paris-Bordeaux-Irun-Madrid-Lisbon; and the Siberian express, Moscow-Krasnoyarsk-Irkutsk-Vladivostok. Service has halted indefinitely for the Nord express, with its compartments coming from Paris, Ostend and Brussels, which left Berlin for Petrograd and Moscow, its sections splitting up for their respective destinations in Russia at Warsaw. The Nord express was a brilliant European link in the far-spanning Trans-Siberian railway and, in peace times, it pulled out of Berlin daily.

"Further, the popular Berlin-Tirol-Rome-Naples and Egyptian express, whose many sections were always filled with travelers beginning about this time of the year, has ceased to operate. Its conductors and engineers aristocrats among European railroad men, with considerable standing in the bureaucracies of Germany, Austria, France and Italy, are now, in all likelihood, driving endless lines of freight cars through war-scarred country, carrying men and munitions to the various battle fronts.

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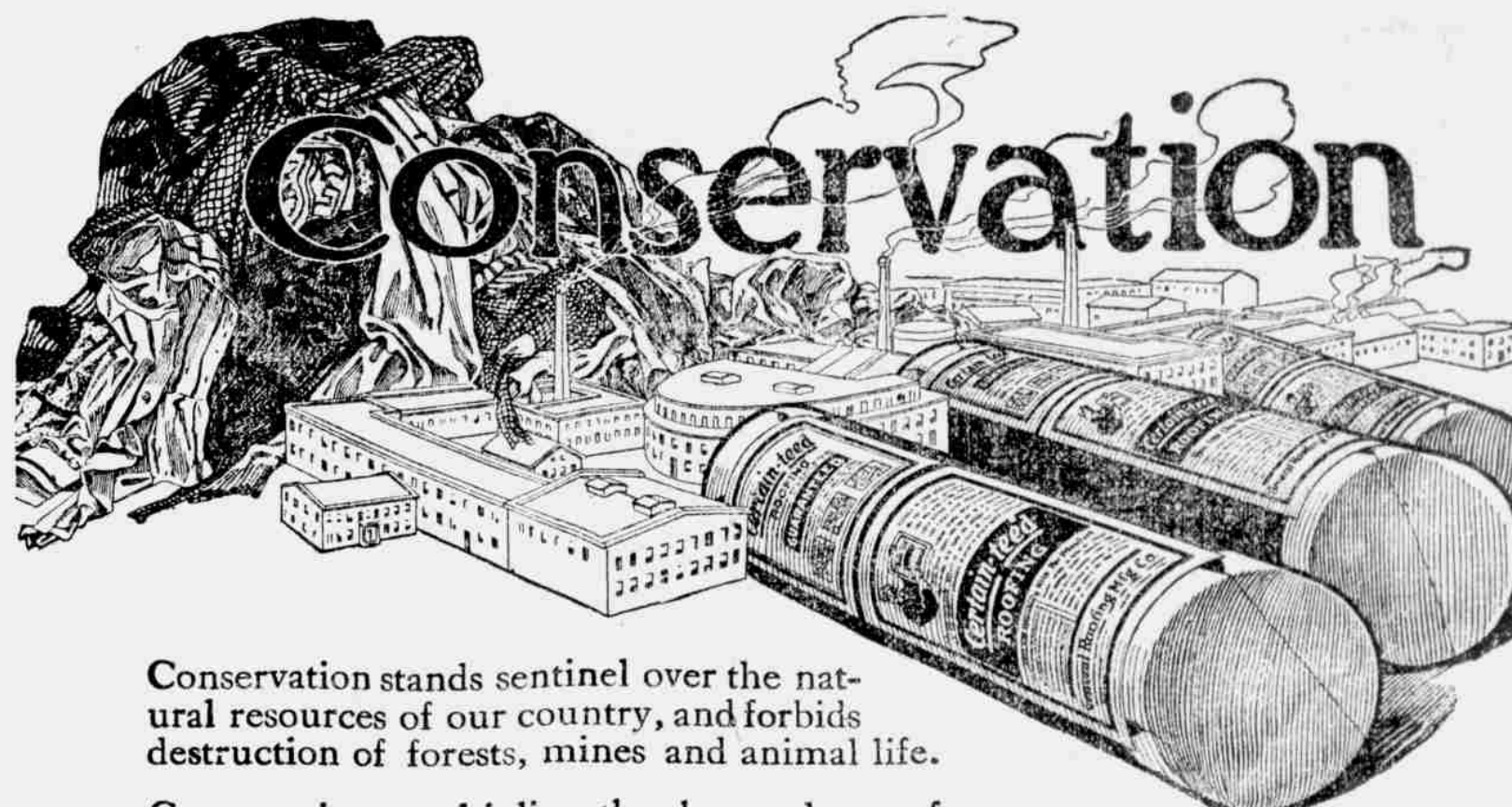
Odd lot price Wednesday 10c each. Values 25c to 50c.

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